decided during bilateral air services consultations with the concerned country. These issues are decided on the principle of reciprocity and benefits accruing to both sides. Since Cochin is a commercially attractive point of call to foreign airlines and their respective countries do not have a similar commercially attractive additional point of call for the designated airlines of India, it is balanced through a commercial agreement between the designated airlines of the country concerned and India. The exact nature of commercial arrangement varies from case to case and is worked out at airline level.

Aeroflot, Bangladesh Biman, EL AL Airlines, Egypt Air, Ethiopian airlines, KLM, Royal, Jordanian Airlines, Sabena, Singapore Airlines, Syrian Arab Airlines and Yemen Airways are presently paying compensation to Air India. In addition, Air India is also having other types of commercial arrangements with Asiana Airlines, Austrian Airlines, Air France, Air Emirates, Gulf Air, Kuwait Airways, Lufthansa, Malaysian Airlines, Saudia, Scandinavian Airlines, Swiss Air, Thai Airways, Virgin Atlantic, Air Mauritius and Bellview Airlines.

Increase in price of CNG

*409. SHRI KHAGEN DAS: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether it is a fact that the price of CNG is likely to go up almost three times;

(b) whether it is also a fact that the availability of CNG is also not likely to improve before the crucial date of 30th September, 2001;

(c) whether it is also a fact that the additional cost would ultimately pass on to the commuters besides practical difficulties; and

(d) if so, what is Government's reaction in this regard?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI RAM NAIK) : (a) to (d) The price of CNG depends, *inter-alia,* upon the price of natural gas, cost of transportation and compression, commercial considerations etc.

As per the action plan of the Indraprastha Gas Limited (IGL), the

dispensing capacity of the CNG stations, by the end of September, 2001, is expected to increase to around 4.40 lakh kilograms per day from the present capacity of around 2.20 lakh kilograms per day. This is sought to be achieved by increasing the number of CNG stations from the present number of 74 to 87, and by increasing the number of compressors by 14, of which 9 are being air-lifted.

The overall availability of natural gas at the national level is not likely to improve in near future. However, requirement of natural gas of IGL to the above mentioned extent will be met.

Utilisation of hydro power

†*410. SHRI MANOHAR KANT DHYANI: Will the Minister of WATER RESOURCES be pleased to state:

(a) whether it is a fact that there is a proposal to form a Ganga Board to utilise the hydro power between Uttaranchal and Uttar Pradesh in which the Central Government would also be a major party;

(b) whether Uttaranchal, like Himachal, will also have the right to fully utilise the water in hilly areas above the plains; and

(c) whether this board will only regulate matters like Ganga and Sharda Nehar, the entire water of which is being utilised by Uttar Pradesh; if not, whether this would be violation of rights of the States on water and land?

THE MINISTER OF WATER RESOURCES (SHRI ARJUN CHARAN SETHI): (a) to (c) Section 80 of the Uttar Pradesh Reorganization Act, 2000 provides for constitution of Ganga Management Board by Central Government for administration, construction, maintenance and operation of projects on (i) Ganga and its tributaries traversing the States of Uttar Pradesh and Uttaranchal excluding upper Yamuna River upto Okhla and (ii) Upper Yamuna River and its tributaries upto Okhla for any of combination of the following purposes, namely (i) irrigation, (ii) rural and urban water

†Original notice of the question was received in Hindi.